

CFR Section	Respondent universe	Total annual responses (A)	Average time per response (B)	Total annual burden hours (C = A * B)	Total cost equivalent in U.S. dollar (D = C * wage rates) <sup>2</sup>
225.19(a)—Rail-highway grade crossing accident/incident report—Form FRA F 6180.57.	784 railroads .....	2,161.50 forms .....	2.00 hours	4,323.00	336,804.93
—(d) Death, injury, or occupational illness (Form FRA F 6180.55a).	784 railroads .....	7,040.00 forms .....	1.00 hour	7,040.00	548,486.40
225.21—Railroad injury and illness summary—Form FRA F 6180.55.	784 railroads .....	9,408.00 forms .....	10.00 minutes	1,568.00	122,162.88
225.21—Annual railroad report of employee hours and casualties, by state—Form FRA F 6180.56.	784 railroads .....	784.00 forms .....	15.00 minutes	196.00	15,270.36
225.21/25—Railroad employee injury and/or illness record—Form FRA F 6180.98.	784 railroads .....	4,000.00 forms .....	1.00 hour	4,000.00	311,640.00
—Copies of forms to employees .....	784 railroads .....	3.60 form copies .....	2.00 minutes	0.12	9.35
225.21—Initial rail equipment accident/incident record—Form FRA F 6180.97.	784 railroads .....	10,194.00 forms .....	30.00 minutes	5,097.00	397,107.27
—Completion of Form FRA F 6180.97 because of rail equipment involvement.	FRA anticipates zero railroad submissions during this 3-year ICR period.				
—Alternative record for illnesses claimed to be work related—Form FRA F 6180.107.	784 railroads .....	150.00 forms .....	75.00 minutes	187.50	14,608.13
—Highway User Statement—RR cover letter and Form FRA F 6180.150 sent out to potentially injured travelers involved in a highway-rail grade crossing accident/incident.	784 railroads .....	721.00 letters/forms .....	50.00 minutes	600.83	46,810.67
—Form FRA F 6180.150 completed by highway user and sent back to railroad.	117 injured individuals ...	117.00 forms .....	45.00 minutes	87.75	6,836.60
225.25(h)—Posting of monthly summary .....	784 railroads .....	9,408.00 lists .....	5.00 minutes	784.00	61,081.44
225.27(a)(1)—Retention of records .....	784 railroads .....	7,500.00 records .....	2.00 minutes	250.00	19,477.50
—Record of Form FRA F 6180.107s .....	The estimated paperwork burden for this requirement is included in 225.21 (Alternative record for illnesses claimed to be work related).				
—Record of Monthly Lists .....	784 railroads .....	9,408.00 records .....	2.00 minutes	313.60	24,432.58
(a)(2)—Record of Form FRA F 6180.97 .....	784 railroads .....	10,194.00 records .....	2.00 minutes	339.80	26,473.82
—Record of employee human factor attachments .....	784 railroads .....	1,464.00 records .....	2.00 minutes	48.80	3,802.01
225.33—Internal Control Plans—Amendments .....	784 railroads .....	10.00 amendments .....	6.00 hours	60.00	4,674.60
225.35—Access to records and reports .....	784 railroads .....	784.00 lists .....	20.00 minutes	261.33	20,360.22
225.37(a)—Optical media transfer of reports, updates, and amendments.	FRA anticipates zero submissions during this 3-year ICR period.				
(c)(2)—Electronic submission of reports, updates, and amendments.	784 railroads .....	4,704.00 submissions .....	3.00 minutes	235.20	18,324.43
Totals <sup>3</sup> .....	784 railroads .....	85,570 responses .....	N/A	30,283	2,359,310

Total Estimated Annual Responses: 85,570.

Total Estimated Annual Burden: 30,283 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$2,359,310.

FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information that does not display a currently valid OMB control number.

<sup>2</sup> The dollar equivalent cost is derived from the 2021 Surface Transportation Board Full Year Wage A&B data series using the appropriate employee group hourly wage rate that includes a 75 percent overhead charge.

<sup>3</sup> Totals may not add due to rounding.

Authority: 44 U.S.C. 3501–3520.

**Brett A. Jortland,**

Deputy Chief Counsel.

[FR Doc. 2023–14160 Filed 7–3–23; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Railroad Administration**

[Docket No. FRA–2023–0002–N–20]

**Proposed Agency Information Collection Activities; Comment Request**

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of information collection; request for comment.

**SUMMARY:** Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, FRA seeks approval of the Information Collection Request (ICR) abstracted below. Before submitting this ICR to the Office of Management and Budget (OMB) for approval, FRA is soliciting public comment on specific aspects of the activities identified in the ICR.

**DATES:** Interested persons are invited to submit comments on or before September 5, 2023.

**ADDRESSES:** Written comments and recommendations for the proposed ICR should be submitted on *regulations.gov* to the docket, Docket No. FRA–2023–0002. All comments received will be

posted without change to the docket, including any personal information provided. Please refer to the assigned OMB control number (2130–0524) in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

**FOR FURTHER INFORMATION CONTACT:** Ms. Joanne Swafford, Information Collection Clearance Officer, at email: *joanne.swafford@dot.gov* or telephone: (757) 897–9908 or Ms. Arlette Mussington, Information Collection Clearance Officer, at email: *arlette.mussington@dot.gov* or telephone: (571) 609–1285.

**SUPPLEMENTARY INFORMATION:** The PRA, 44 U.S.C. 3501–3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60-days’ notice to the public to allow comment on information collection activities before seeking OMB approval of the activities. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. Specifically, FRA invites interested parties to comment on the following ICR regarding: (1) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (2) the accuracy of FRA’s estimates of the

burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways for FRA to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology. See 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1).

FRA believes that soliciting public comment may reduce the administrative and paperwork burdens associated with the collection of information that Federal statutes and regulations mandate. In summary, FRA reasons that comments received will advance three objectives: (1) reduce reporting burdens; (2) organize information collection requirements in a “user-friendly” format to improve the use of such information; and (3) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

*Title:* Railroad Communications.  
*OMB Control Number:* 2130–0524.

*Abstract:* The railroad communications regulations in 49 CFR part 220 prescribe the minimum

requirements governing wireless communications used in rail operations as well as establish the prohibitions, restrictions, and requirements that apply to the use of personal and railroad-supplied cellular telephones and other electronic devices. FRA amended its radio standards and procedures to: promote compliance by making the regulations more flexible; require wireless communications devices, including radios, for specified classifications of railroad operations and roadway workers; and retitle this part to reflect its coverage of other means of wireless communications, such as cellular telephones and data radio terminals, to convey emergency and need-to-know information. The amended regulations established safe, uniform procedures covering the use of radio and other wireless communications within the railroad industry.

In this 60-day notice, FRA made no adjustments to the previously approved burden hours.

*Type of Request:* Extension without change (with changes in estimates) of a currently approved collection.

*Affected Public:* Businesses.

*Form(s):* N/A.

*Respondent Universe:* 746 Railroads.

*Frequency of Submission:* On Occasion.

REPORTING BURDEN

CFR section	Respondent universe	Total annual responses (A)	Average time per responses (B)	Total annual burden hours (C = A * B)	Total cost equivalent in U.S. dollar (D = C * wage <sup>1</sup> rates)
220.8—Waivers petitions .....	746 railroads .....	2 petition letters .....	1 hour .....	2 hours .....	\$126.14
220.13—Reporting emergencies .....	<i>The requirements for this section are the usual and customary practice as well as the railroad’s legal obligation. Consequently, there is no burden associated with these requirements.</i>				
220.21—Railroad operating rules—radio communications—recordkeeping.	<i>The burden for this requirement is included under OMB Control No. 2130–0035 §217.7 and 2130–0035 §218.22.</i>				
220.23—Publication of radio information .....	<i>The requirements for this section are the usual and customary procedure. Consequently, there is no burden associated with these requirements.</i>				
220.31—Initiating a radio transmission .....	<i>The requirements for this section are the usual and customary procedure. Consequently, there is no burden associated with these requirements.</i>				
220.33—Receiving a radio transmission .....	<i>The requirements for this section are the usual and customary procedure. Consequently, there is no burden affiliated with these requirements.</i>				
220.35—Ending a radio transmission .....	<i>The requirements for this section are the usual and customary procedure. Consequently, there is no burden connected with these requirements.</i>				
220.38—Communication equipment failure .....	<i>The requirements for this section are the usual and customary procedure. Consequently, there is no burden linked to these requirements.</i>				
220.47—Emergency radio transmissions .....	<i>The requirements for this section are the usual and customary procedure. Consequently, there is no burden associated with these requirements.</i>				
220.61(b)(3)—Transmission of mandatory directive .....	746 railroads .....	3,800,000 directives .....	90 seconds .....	95,000 hours ..	5,991,650.00
(b)(5)—Marking of fulfilled or canceled mandatory directives ...	746 railroads .....	317,000 marks .....	10 seconds .....	881 hours .....	55,564.67

REPORTING BURDEN—Continued

CFR section	Respondent universe	Total annual responses (A)	Average time per responses (B)	Total annual burden hours (C = A * B)	Total cost equivalent in U.S. dollar (D = C * wage <sup>1</sup> rates)
220.302—Operating rules implementing the requirements of this subpart.	<i>The burden for this requirement is included under OMB Control No. 2130–0035 §217.7.</i>				
220.313(a)—Railroad written program of instruction and examination on part 220 requirements.	2 new railroads .....	2 amended written Instruction Programs.	1 hour .....	2 hours .....	126.14
220.313(c)—Employee training records .....	746 railroads .....	2,000 records .....	30 seconds .....	17 hours .....	1,072.19
220.315—Operational Tests and Inspections .....	<i>The burden for this requirement is included under OMB No. 2130–0035 §217.11 and OMB No. 2130–0576 §238.503.</i>				
Total .....	746 railroads .....	4,119,004 responses .....	.....	95,902 hours ..	6,048,539.14

Total Estimated Annual Responses: 4,119,004.

Total Estimated Annual Burden: 95,902.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$6,048,539.14.

FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

**Brett A. Jortland,**

Deputy Chief Counsel.

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**DEPARTMENT OF TRANSPORTATION**

**Federal Transit Administration**

**Announcement of Fiscal Year 2023 Low or No Emission Program and Grants for Buses and Bus Facilities Program and Project Selections**

**AGENCY:** Federal Transit Administration (FTA), Department of Transportation (DOT).

**ACTION:** Notice; Announcement of Project Selections.

**SUMMARY:** The U.S. Department of Transportation’s (DOT) Federal Transit Administration (FTA) announces the award of a total of \$1,689,864,104, including \$1,216,941,397 to projects under the Fiscal Year (FY) 2023 Low or No Emission Grant Program (Low-No) and \$472,922,707 to projects under the Grants for Buses and Bus Facilities Program (Buses and Bus Facilities

Program) and provides administrative guidance on project implementation.

**FOR FURTHER INFORMATION CONTACT:**

Successful applicants should contact the appropriate FTA Regional Office for information regarding applying for the funds or program-specific information. A list of Regional Offices can be found at <https://www.transit.dot.gov/about/regional-offices/regional-offices>. Unsuccessful applicants may contact Kirsten Wiard-Bauer, Office of Program Management at 202–366–7052, or email: [ftalownobusnofo@dot.gov](mailto:ftalownobusnofo@dot.gov) within 30 days of this announcement to arrange a proposal debriefing. A TDD is available at 1–800–877–8339 (TDD/FIRS).

**SUPPLEMENTARY INFORMATION:** Federal public transportation law (49 U.S.C. 5339(b)) authorizes FTA to make competitive grants for the Buses and Bus Facilities Program. Federal public transportation law (49 U.S.C. 5339(c)) authorizes FTA to make competitive grants for the Low-No Program.

Federal public transportation law (49 U.S.C. 5338(a)(2)(N)) authorized \$383,544,933 in FY 2023 funds for the Buses and Bus Facilities Program. The Consolidated Appropriations Act, 2023, appropriated an additional \$90,000,000 for the Buses and Bus Facilities Program in addition to the authorized amount noted above. After the oversight takedown of \$4,099,509, the total funding available is \$469,445,424 for the Buses and Bus Facilities Program. FTA is also making additional prior year(s) funding available for this round, bringing the total available funding to \$473,075,256.

Federal public transportation law (49 U.S.C. 5338(a)(2)(N)) authorized \$73,056,178 in FY 2023 funds for the Low or No Emission Grant Program; an additional \$1,029,000,000 appropriated under the 2021 Bipartisan Infrastructure Law (enacted as the Infrastructure Investment and Jobs Act, Public Law 117–58) after accounting for the

authorized takedown for administrative and oversight expenses and the Office of Inspector General (OIG). The Consolidated Appropriations Act, 2023 (Pub. L. 117–328), appropriated an additional \$49,625,000 for the Low or No Emission Grant Program after accounting for the authorized oversight takedown in addition to the authorized amount noted above. Further, due to less funding being requested than funding available during the FY 2022 competition for low-emission projects, \$69,668,939 of FY 2022 Low-No Program funds remained available for award, of which \$69,192,987 is reserved for low-emission projects as required by statute. After the oversight takedown and transfer to the OIG, and the addition of prior year(s) funding, a grand total of \$1,221,466,973 was made available for the Low-No program in FY 2023.

On January 27, 2023, FTA published a joint Notice of Funding Opportunity (NOFO) (88 FR 5400) announcing the availability of approximately \$469 million in FY 2023 Buses and Bus Facilities Program funds and approximately \$1.22 billion in Low-No funds. Consistent with the NOFO, which stated that FTA “may award additional funding that is made available to the programs prior to the announcement of project selections,” FTA is electing to add prior year(s) unallocated funds for Buses and Bus Facilities Program and Low-No to this funding opportunity. These funds will provide financial assistance to states and eligible public agencies to replace, rehabilitate, purchase, or lease buses, vans, and related equipment, and for capital projects to rehabilitate, purchase, construct, or lease bus-related facilities. For the Low-No Program, projects must be directly related to the low or no-emission vehicles within the fleet. In response to the NOFO, FTA received 475 eligible project proposals totaling approximately \$8.7 billion in Federal

<sup>1</sup> The dollar equivalent cost is derived from the 2022 Surface Transportation Board Full Year Wage A&B data series using the employee group 600 (Transportation, Train & Engine) hourly wage rate of \$36.04. The total burden wage rate (Straight time plus 75%) used in the table is \$63.07 (\$36.04 × 1.75 = \$63.07).